



STATE OF WASHINGTON

OFFICE OF THE INTERAGENCY COMMITTEE  
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January 19, 2007

**TOPIC #7: NOVA Program Funding ~  
Project Category Changes, Nonmotorized to Nonhighway Road**

**Approved by the Director:** Laura Johnson

**Prepared & Presented By:** Greg Lovelady<sup>1</sup>, Manager, Applied Planning

**Proposed Action:** Decision

**Summary:**

At the November 2006 IAC Board meeting, staff was asked to assess unfunded Nonmotorized (MN) Category projects to determine if it would be appropriate to move any into the Nonhighway Road (NHR) Category. (The Nonmotorized Category had a remaining balance of funds.) In response, staff found three projects that could be transferred to the Nonhighway Road Category.

**Staff Recommendation:**

Staff has completed its assessment of the 11 unfunded Nonmotorized Category projects and recommends that major elements of the following 3 projects be transferred to the Nonhighway Road Category. (See original project summary pages, Attachment 2.)

Table 1. Category Change Funding Recommendations		
Project	Nonmotorized: amount of original submittal	Nonhighway Road: amount of elements eligible for transfer
<b>USFS OKNF Methow RD, Harts Pass Trailhead Parking, IAC #06-1960N:</b> The project site is used for eligible Nonhighway Road activities. This is a planning project that would result in completion of the design for a new parking area and expansion of a trailhead. There would be no modification to the	\$53,553 (IAC) \$ <u>None</u> (Sponsor) \$53,553 (Total)	\$53,553 (IAC) \$ <u>None</u> (Sponsor) \$53,553 (Total)

<sup>1</sup> Myra Barker and Leslie Ryan-Connelly, IAC Outdoor Grants Managers for the listed projects, assisted in preparing this memo.



<b>Table 1. Category Change Funding Recommendations</b>		
<b>Project</b>	<b>Nonmotorized: amount of original submittal</b>	<b>Nonhighway Road: amount of elements eligible for transfer</b>
scope or grant request.		
<b>USFS OKNF Methow RD, Pasayten Campsite &amp; Trail Restoration, IAC #06-1854M:</b> The original project scope includes trail and campsite maintenance activities. Maintenance activities for campsites are eligible in the Nonhighway Road Category, while trail maintenance activities are funded through the Nonmotorized Category. The project scope would be slightly modified to include only costs associated with maintaining campsites via rehabilitation, revegetation, and closure in sensitive areas in the Spanish Camp, Rimmel Lake and Corral Lake Areas. The grant request would be reduced by \$19,478, match revised to \$20,874, and total project cost revised to \$33,452.	\$44,976 (IAC) <u>\$34,848</u> (Sponsor) \$79,824 (Total)	\$25,498 (IAC) <u>\$20,874</u> (Sponsor) \$46,372 (Total)
<b>USFS MBNF Skykomish RD, Iron Goat-Horseshoe Trail Planning, IAC #06-1609N:</b> The original project scope includes planning for 1.5 miles of trail from the Martin Creek trailhead to the historic Horseshoe Tunnel then on to connect with the Kelley Creek trail. However, the last mile includes elements which are ineligible in the NHR category. This revised request would provide funding solely for the nonhighway road section of the trail which is the first half mile.	\$21,750 (IAC) <u>\$36,000</u> (Sponsor) \$57,750 (Total)	\$21,750 (IAC) \$ <u>0</u> (Sponsor) \$21,750 (Total)

### **Background:**

In the Nonhighway and Off-Road Vehicle Activities (NOVA) Program at the November 2006 IAC Board meeting, staff reported that the Nonhighway Road Category, after funding all projects, would have a remaining balance of \$179,659. However, the Nonmotorized Category, using all available funds, would leave an unfunded project balance of \$739,782 (that is, 11 unfunded trail and trail related projects).

To reduce the amount of Nonhighway Road funds carried over to the next grants cycle while assisting the maximum number of eligible projects, staff was asked to assess the unfunded Nonmotorized Category projects to see if it would be appropriate to move any into the Nonhighway Road Category.

### **Analysis:**

In assessing whether or not to transfer a project from one funding category to another, staff developed the following test:

1. Does the project applicant/sponsor concur with the transfer?

2. Is the project, or portion thereof, to be transferred entirely eligible in the new category?
3. Will the project, or portion thereof, to be transferred provide a viable project resulting in a stand-alone recreational opportunity or opportunities?
4. Are evaluation criteria in both original and target funding categories essentially the same?

After analysis of the 11 projects, staff finds that the three recommended proposals meet the four criteria.

One person has provided comments on this proposal (Attachment 3).

**Next Steps:**

After approval, IAC staff will ensure funded applicants complete any post approval requirements (for example, obtaining permits, etc.), ensure project agreements are executed, and monitor compliance.

**Attachments:**

- Attachment 1: Resolution 2007-02.
- Attachment 2: Original project summaries
- Attachment 3: Comments from NOVA Advisory Committee member Theresa Julius

**RESOLUTION #2007-02**

**NOVA Program Funding  
Project Category Changes From Nonmotorized to Nonhighway Road**

**WHEREAS**, in the Nonhighway and Off-Road Vehicle Activities (NOVA) Program, at the November 2006 Interagency Committee for Outdoor Recreation (IAC) Board meeting, it was found that the Nonhighway Road Category, after funding all projects, would have a remaining balance of \$179,659; and

**WHEREAS**, at the same meeting it was found that in the Nonmotorized Category, using all available funds, there would be an unfunded project balance of \$739,782 leaving 11 unfunded trail and trail related projects; and

**WHEREAS**, to reduce the amount of funds carried over to the next grants cycle while assisting the maximum number of eligible projects possible, staff was asked to assess remaining ("alternate") 2006 NOVA Nonmotorized Category projects for possible re-categorization into the Nonhighway Road Category; and

**WHEREAS**, in this assessment it was found that three Nonmotorized Category projects would qualify for consideration in the Nonhighway Road Category; and

**WHEREAS**, the assessment also found that in each case, the applicant supports the category change and the elements to be transferred represent viable, stand-alone projects;

**NOW, THEREFORE BE IT RESOLVED**, that IAC approves the projects listed in Table 1 for transfer to the Nonhighway Road Category and funding with 2006 NOVA funds; and

**BE IT FURTHER RESOLVED**, that IAC's Director is authorized to execute the necessary project agreements to facilitate prompt project implementation.

Resolution moved by:

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Resolution seconded by:

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Adopted/Defeated/Deferred (underline one)

**DATE: FEBRUARY 8, 2007**



## Nonhighway and Off-road Vehicle Activities (NOVA)

State Fiscal Year 2007, Original Project Summaries

<b>USFS OKNF Methow RD</b>	<b>\$53,553</b>	<b>\$0</b>	<b>\$53,553</b>
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### **Harts Pass Trailhead Parking**

This project would fund the design and analysis for improving parking in the Harts Pass area. The Pacific Crest Trail passes directly through the area, along with two major trails leading into the Pasayten Wilderness (Buckskin Ridge and West Fork Pasayten). There is currently only one small trailhead providing parking for 10 vehicles and it is primarily used by stock vehicles. Typically 60 to 80 vehicles park in the area each summer weekend day. People hiking on the trail park on the shoulders of the roads, narrowing the roadways, and creating a safety problem for drivers and hikers. This project would design new parking areas, and expansion of the existing trailhead to accommodate the use, while meeting all management direction and environmental constraints. NEPA would be completed by an interdisciplinary team. Funding for construction of the new trailheads would be sought after the design and NEPA are done. (06-1960N)

<b>USFS OKNF Methow RD</b>	<b>\$44,976</b>	<b>\$34,848</b>	<b>\$79,824</b>
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### **Pasayten Campsite and Trail Restoration**

The project would reduce wilderness impacts and enhance the recreationists experience in the Pasayten Wilderness over the next two years. Spanish Camp, Rimmel Lake and Corral Lake have campsites and destination areas which do not comply with forest plan standards and are unattractive with large areas of barren soil, tall stumps and poorly located sites. Specific campsites in sensitive areas would be closed and re-vegetated. Appropriately located camps would be rehabilitated using a variety of techniques which may include reducing barren soil area with revegetation and signing, eliminating unsightly stumps, filling dish areas and exposed roots with dirt, reducing fire pits, and installing hitch rails or designating highline areas. These are primarily in the Spanish Camp - Rimmel Lake area and the Corral Lake area. There is also a maze of trails in the Rimmel Lake area which is confusing to the public and some are difficult to travel due to rutting, rocks or bogs. Sections of the Chewuch Trail 510 and Lesamiz Trail 565 will need to be rehabilitated and closed using check dams, blocking with large debris, and signed to discourage use and direct recreationists to use the new rerouted section of Chewuch Trail 510. (06-1854M)

<b>USFS MBNF Skykomish RD</b>	<b>\$21,750</b>	<b>\$36,000</b>	<b>\$57,750</b>
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### **Iron Goat-Horseshoe Trail Planning**

Planning and design of a 1.5 mile extension of the Iron Goat Trail over Martin Creek to the Horseshoe Tunnel, then connecting with the Kelley Creek Trail. Scope includes environmental assessment/document preparation, trail location and design, preliminary design of a bridge over Martin Creek, and development of an interpretive plan for a trailhead kiosk and trailside signs or viewpoints; so that construction utilizing Volunteers for Outdoor Washington (VOW) would begin in 2008. This project would connect to the Martin Creek Trailhead, completing the Iron Goat Trail and finishing the story of the construction (1893-94) and operation (1893-1929) of 12 miles of Great Northern Railway grade that were abandoned upon completion of the Cascade Tunnel. The project is within the Stevens Pass Historic District and readily accessible via Hwy. 2. Short spur trails to the Tunnel portal and old bridge abutments would also be designed. This extension features a scenic forest and the cascades of Martin Creek, and would also connect to the Kelley Creek Trail providing access to the Henry M. Jackson Wilderness. Anticipated use is 5,000 visitors per year. In partnership with VOW over nine miles of the Iron Goat Trail, 3 trailheads, and over 50 interpretive displays have been built. More than 2,500 volunteers have contributed over 100,000 hours on the project. (06-1609N)

Comments on the Proposal		
Comment From	Comment	Staff Reply
<p><b>Theressa Julius</b> November 24, 2006 Planner/GIS Coordinator, Grays Harbor Council of Governments, Aberdeen, WA</p> <p><i>[Ms. Julius represents the Nonhighway Road Category point of view on the NOVA Advisory Committee]</i></p>	<p>Greg,</p> <p>As you may guessed I have some serious concerns regarding items number 2, transferring NM projects to NHR projects after the grant funds have been awarded. I object to this for the following reasons:</p> <p>Under RCW 45.09.170 (2) (C) "Not less than thirty percent may be expended for nonhighway road recreation facilities."</p> <p>Moving projects originally categorized as nonmotorized would put the funding in the NHR category to less than 30%. If the projects "can fit" into NHR they should have been submitted as such in the first place. A number of projects that have been funded in NHR greatly or mostly benefit NM users therefore NM users already get a lot of benefit from NHR projects/funding and should not be awarded more funds after the grant process is completed.</p> <p>1. In previous grant cycles the ORV category has had leftover funds (primarily permit dollars) and has been allowed to carryover the funding. Why should NHR be penalized this year? This is the first time it has happened. Next grant cycle I am sure we will see an increase in projects in the NHR category, many of which were originally in the NM category. Please note in 05 NHR did not fund all the projects submitted, so leftover funds in NHR is not a trend at this time.</p> <p>2. Moving projects sets a very bad precedence. What is to say next year that the NOVA committee members decide they want to move some of the NM projects to NHR for funding and push some of the submitted NHR projects below the funding line? The discussion this year at the follow up session made me feel that it is a possibility. The NHR reps are greatly outnumbered on the board and we could easily be outvoted by the NM reps. giving the NM control of 60% of the funding (NHR 30% &amp; NM 30%). Rick Dahl has voiced concerns that NOVA funds would primarily go to benefit NM users, I clearly see his point.</p>	<p>You make a good point that perhaps the three projects should have originally been placed in the NHR category. However, there is often an indistinct line between these categories. NHR projects benefit NM recreationists and vice versa. Sometimes projects contain distinct elements of both categories and it doesn't make sense to segregate them into separate applications. (Example, NM recreationists using an NHR trail as the only good way to access a NM facility.) This is our third grants cycle using the NHR category, so it is somewhat new and we are still, with the help of people like you, working to apply it to real-world situations.</p> <p>1. In the past, when ORV funds have been carried over it has been because there were no other projects that qualified in the ORV category. If the IAC board approves re-categorizing these projects, \$78,858 of the original NHR \$179,659 will be carried over (\$53,553 + 25,498 + 21,750 - 179,659). We do not see re-categorization as a penalty to NHR. Rather it furthers the objective of that category - providing for legitimate NHR recreation.</p> <p>2. IAC has always been very careful in assigning only project elements that qualify to the selected category. Of the 11 projects reviewed, only 3 were selected as candidates for re-categorization. Further, of those 3, only the eligible NHR elements would be funded. Fortunately, the NOVA</p>

	<p>3. When applying for grants, the applicant knows that there is always the possibility of their project not being funded. It is a fact that sometimes you make a mistake on your application and are denied funding on a technicality, this has happened to me. The grant process is always a risk. Projects were submitted to NM and not to NHR for a reason and that still stands. As presented, there was only one project I felt looked like an NHR project, not three. To be considered in the NHR category the project needs to be submitted as such. To say the applicants didn't know the NM category was so competitive is naïve. If my memory serves me correctly, the last few cycles the NM category has been short. No one should have been surprised that projects would go unfunded in NM. If projects are being submitted to the wrong category it is up to the advisory committee in technical review and the IAC grant managers to help direct them to the proper category before the oral presentations and ranking.</p> <p>If you have any questions or would like a more formal response to be submitted to the IAC board, please let me know.</p>	<p>Advisory Committee has been a consensus oriented body, primarily working for the good of the program and not individual interests.</p> <p>3. You make a good point about seriously considering the implications of re-categorizing projects. However, re-categorizing these projects is an opportunity put to use funds that would otherwise remain inactive for at least a year.</p>
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